

Hong Kong Daily Press.

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HONGKONG WEDNESDAY, SEPTEMBER 18TH, 1891.

三月

或三十二年

PRICE 3d PER COPY.

NOTICE.

Communications respecting Advertisements, Subscriptions, Pricing, Binding, &c. should be addressed to "Daily Press," only, and special business matters to "Advertiser."

American Advertisements and Subscriptions which are not ordered for a fixed period will be continued until demanded.

Orders for foreign copies of the "Daily Press" should be sent before 11 a.m. on the day of publication.

After that hour the supply is limited.

Telegraphic Address Press. Telephone No. 12.

NEW ADVERTISEMENTS.

S I E N T I N G .

SURGEON DENTIST.

No. 10, D'AGUILAR STREET.

TERMS VERY MODERATE.

Consultation Free.

Hongkong, 23rd September, 1891. [2174]

SELA MA TIN MINING COMPANY,

LIMITED.

NOTICE TO SHAREHOLDERS.

THE SECOND ORDINARY GENERAL MEETING of SHAREHOLDERS will be held in the Office of the Company, Room No. 10, Connaught House, on SATURDAY, the 10th OCTOBER, at 10 a.m., for the purpose of receiving the Report of Directors and Statements of Accounts to the 30th JUNE, 1891.

The TRANSFER BOOKS of the Company will be CLOSED from the 27th September to 10th October, both days inclusive.

By Order of the Board of Directors.

W. HUXTON POTTS,

Secretary.

Hongkong, 23rd September, 1891. [2175]

"SHIRE" LINE OF STEAMERS,

FOR NAGASAKI, KOBE, AND

YOKOHAMA.

(VIA INLAND SEA).

THE Steamship

"GARMARTHENSHIRE,"

Captain Clark, will be bound as above TO-

MOROWA, the 24th Inst., at Davao.

For Freight or Passage apply to

DODWELL, CARLILL & Co.,

Agents.

Hongkong, 23rd September, 1891. [2176]

NOTICE TO CONSIGNEES.

S.S. "GARMARTHENSHIRE."

FROM HAMBURG, ANTWERP, LONDONDERRY, PENANG, AND SINGAPORE.

CO-SIGNERS.—The Consignees hereby

state that all Goods are being shipped at their risk into the Godowns of the Kowloon Wharf and Godown Company, at Kowloon, whence and/or from the wharves delivery may be obtained.

Optional cargo will be forwarded unless notice to contrary is given before Nov. 1st.

No claim will be admitted after the Goods have left the Godowns and all Goods remaining undelivered after the 22nd inst. will be subject to rent.

All claims against the Steamer must be presented in writing on or before the 29th instant, and bills of lading will be countersigned by

DODWELL, CARLILL & Co.,

Agents.

Hongkong, 23rd September, 1891. [2177]

NOTICE TO CONSIGNEES.

THE Steamship

"JOHN SANDERSON"

Captain Smith, having arrived from the above port, Consignees of Cargoes are hereby requested

to send in their Bills of Lading for counter-

signature of their Goods from along side.

Optional cargo will be forwarded unless notice to contrary is given before Nov. 1st.

No claim will be admitted after the Goods have left the Godowns and all Goods remaining undelivered after the 22nd inst. will be subject to rent.

All claims against the Steamer must be presented in writing on or before the 29th instant, and bills of lading will be countersigned by

DODWELL, CARLILL & Co.,

Agents.

Hongkong, 23rd September, 1891. [2178]

NOTICE TO CONSIGNEES.

THE CANADIAN PACIFIC RAILWAY'S ROYAL MAIL STEAMERS.

PROPOSED SAILINGS FROM HONGKONG, 1891.

(SUBJECT TO ALTERATION.)

EMPEROR OF JAPAN... Tuesday, 13th Oct.

EMPEROR OF CHINA... Tuesday, 16th Nov.

EMPEROR OF INDIA... Tuesday, 28th Dec.

THE R. M. S.

"EMPEROR OF JAPAN."

5,800 tons, Captain G. A. Lee, R.N.R., sailing at Noon, on TUESDAY, the 13th OCTOBER, 1891, with Her Majesty's Mail, will proceed to LONDON, via SHANGHAI, INLAND SEA, KOBE, and YOKOHAMA.

RATES OF PASSAGE.

(In Mexican Dollars).

FROM HONGKONG, FIRST CLASS.

TO

ONE WAY

Fares

200

250

300

350

400

450

500

550

600

650

700

750

800

850

900

950

1,000

1,050

1,100

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INTIMATIONS.

HONGKONG TRADING CO., LTD.

WHITE BUCKSKIN TENNIS SHOES.

RUSSET LEATHER TENNIS SHOES.

RUSSIA LEATHER TENNIS SHOES.

WHITE CANVAS TENNIS SHOES.

BROWN CANVAS TENNIS SHOES.

TENNIS SASHES, TENNIS BELTS.

HONGKONG TRADING CO., LIMITED,

QUEEN'S ROAD AND DUDDELL STREET.

GOLD MEDALS & SILVER MEDALS

By Appointment.

K U H N & C O.

HONGKONG. YOKOHAMA.

(Established 1889).

THE ORIENTAL FINE ART DEPOT.

Known as the Oldest and most reliable Estab-

lishment in the East.

Hongkong, 9th February, 1891. [89]

BROWN, JONES & CO.

No. 45, QUEEN'S ROAD CENTRAL,

HONGKONG.

ITALIAN AND AMERICAN MARBLE

MONUMENTS AND MEMORIALS

IN STOCK.

A SKILLFUL EUROPEAN STONEMASON

SUPERINTENDENT ALL WORKS.

FIRM ATTENTION TO ORDERS FROM

COASTAL PORTS.

SATISFACTION GUARANTEED.

Hongkong, 7th August, 1891. [187]

A. S. WATSON & CO., LIMITED.

VEGETABLE AND FLOWER SEEDS.

SEASON 1891-92.

THE S.S. "SHANGHAI"

WE have received our second supplies of

FRESH GARDEN SEEDS,

and we are now executing all orders for

the same. Complete Catalogues with concise

directions for sowing can be obtained on applica-

tion or will be posted to any address. In these

Catalogues the Seeds are Marginally Numbered

in English and Chinese, and when ordering it is

quite sufficient to state the numbers of the kinds

required.

DISCOUNTS.

Orders from one person, of from \$5 to \$10,

allowed 25% discount.

Orders from one person, over \$10 allowed an

extra 5% discount.

CLAY'S FERTILIZER.

A high class fertilizer for pot plants and for use in the garden generally: it supplies natural nourishment to the soil, and assists the process of assimilation, thereby aiding the plants to attain to their full size, vigour and beauty.

Goldfin Tin containing 10lb each.....\$1.50.

Bag.....25¢.....\$0.40.

Directions for use are given on the label.

BANANAS, "New Paris"

LAWN MOWERS.

The best and cheapest machines in the market;

for sale at manufacturers' prices.

A. S. WATSON CO., LIMITED.

THE HONGKONG DISPENSARY,

ESTABLISHED A.D. 1891.

Hongkong, 17th September, 1891. [1]

NOTICE TO CORRESPONDENTS.

Only communications relating to the news columns shall be addressed to the Editor. The Editor reserves the right to forward to him any correspondence addressed to him, not for publication, but as evidence of good faith.

All letters for publication should be written on one side of this paper only.

One copy of each issue of the Daily Press should be sent before 11 a.m. on the day of publication. After that hour the supply is limited.

Telegraphic Address: Press. Telephone No. 12.

DEATHS.

At the General Hospital, Shanghai, on the 14th September, Walter Pease, aged 49 years.

Also, on the 14th September, Arthur Last, aged 47 years.

On the 14th September, at the Shanghai General Hospital, Dr. Charles E. Woodward, adjt. adm. of Dr. G. F. Wood, New South Wales, aged 21 years and 8 months.

The Chinaman correspondent of the Daily News, writing on the 1st ult., says:—The rumour over the death of the Governor have got round in the city, but are now extended to the rest of the country. The cause of the improvement in the city is traced to the efforts of the Governor, who has done much for the welfare of the people. The Prefect and Magistrate issued a proclamation stating that the foreign physician reached here only the last day of the Governor's life, and gave no medicine to the sick. The Governor had no time to do anything for the sick, and did nothing to do with the church, and did nothing to do with the police, and was not afraid to do evil to the people and to stir up trouble. The Governor had already issued a proclamation mentioning how persons in the city had been killed by the police, and now, after the Governor's death, they were still posted up on the city, but the police pull them down as soon as seen. One of the worst plagues was posted up in front of the Governor's gates, claiming that Li Hung-chang had tried to stop an insurrection, but that the Governor had not done so. The Governor sought to please the German Emperor, when at Chefoo, and failing then, he had sent a messenger to kill the Governor by his medicine. Not only so, but the officials here, in order to please the Emperor, had forced the foreign physician to do what he had taken the Emperor to believe. The people and students should, therefore, give up and pray for the safety of the Chinese.

Their literature, philosophy, and morals he condemns. Their religion he holds in utter abomination and makes it a main part of

of foreigners and destroying their property.

Nor do these considerations exhaust the list of the missionary's difficulties. He not only has no current coin in his hand to purchase good-will, but he appears to be, moreover, constrained by his principles to make war against all that is revered by the Chinese. Their literature, philosophy, and morals he condemns. Their religion he holds in utter abomination and makes it a main part of

the public, for without its recognition it would be impossible to obtain any clear conception of the actual state of affairs on the Yangtze, or elsewhere, where anti-missionary riots occur. In charging the missionaries and their converts with all manner of nameless abominations, and in the readiness with which the charge are accepted by the populace, the Chinese unwittingly reveal to foreigners the foulness of their own minds; and it is a very fair answer to their claim of scholarly refinement to point out the utter baseness of ideas and of expression which characterizes their anti-foreign traits. It is a self-portraiture which is invaluable to students of sociology, and nothing could be clearer than the true condition in which venerable literatures left the Chinese mind that the free currency allowed by the Government and by the suffrages of society in general to those low and disgusting sayings. Such remarks are obvious, and easily made; nor need the accused parties even be at the trouble of disproving the charges made against them; they fall to the ground in the mere utterance. The missionaries are on safe ground in challenging full investigation, and in claiming full redress from the Government for the outrages permitted on the strength of such gross allegations as are continually made against them. Their legal position is irreproachable. Yet that does not exhaust the question; and it behoves both missionaries themselves and the foreign public to consider well what is the real root and origin of the Chinese hatred towards Christianity. Even in a Chinaman there is a modicum of human nature, and in these latter days it is hardly enough though many missionaries seem to think so—to glory in persecution, and to claim the most illustrious example as the prototype of the modern martyr. It is a mere begging of the question to dispose of it in this offhand manner. All effects have appropriate causes or at least precedent phenomena. When a child looks for you the pin that is pricking it, and when a horse is restive your attention is drawn to the saddle-gall under which it winces. Man's hatred to man is too common perhaps to admit of clear connection being established in every individual case between the cause and effect, but yet, as the relations between men constitute much the most important problem with which humanity has to deal, the discernment of the roots of sympathies and antipathies is not a matter which any class of human society can safely put away from them.

It may be assumed as certain that the Chinese, naturally a passive people, do not turn themselves to the trouble they due to tourists and give vent to their hatred against missionaries for nothing, and a feeling so general and so uniform suggests some general cause or group of causes. It is not therefore necessary to make separate investigation into each case—a process which could only lead to confused and contradictory results, unless the study could be made virtually exhaustive—in order to obtain a clue to the chief sources of hostility to missionaries; and such an enquiry would fall within the scope of the parties chiefly concerned if only they could bring to the task the open and candid mind which is essential to the elucidation of any truth. Even to those who are outside the missionary circle and whose knowledge and means of knowledge of their operations are of a very limited character, some grounds of Chinese antipathy readily suggest themselves. In the first place there is the aversion of the Chinese, naturally a passive people, do not turn themselves to the trouble they due to tourists and give vent to their hatred against missionaries for nothing, and a feeling so general and so uniform suggests some general cause or group of causes. It is not therefore necessary to make separate investigation into each case—a process which could only lead to confused and contradictory results, unless the study could be made virtually exhaustive—in order to obtain a clue to the chief sources of hostility to missionaries; and such an enquiry would fall within the scope of the parties chiefly concerned if only they could bring to the task the open and candid mind which is essential to the elucidation of any truth. Even to those who are outside the missionary circle and whose knowledge and means of knowledge of their operations are of a very limited character, some grounds of Chinese antipathy readily suggest themselves. 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TO LET

SECOND FLOOR, DUDELL STREET, No. 3. Five Rooms, Bathroom and Pantry. Apply to EDWARD SCHELLHASS & Co., Hongkong, 7th July, 1891. [1635]

TO LET.
With Possession from 1st PROXIMO.

THE TOP FLOOR of GIBB, LIVINGSTON & Co's Hong, consisting of Five Spacious Rooms and Three Bath Rooms, suitable either as Office or Dwelling Apartment. Apply to

GIBB, LIVINGSTON & Co.
Hongkong, 15th July, 1891. [1696]

NOTICE

TO LET.

THE PREWESSES No. 9, PRATA CENTRAL, Middle, two floors. BUREAUX & CO., each, by day or single room, suitable for Offices and Dwelling.

Apply to E.D. SASSOON & Co.,

Hongkong, 2nd June, 1891. [1504]

TO LET.

DESIRABLE OFFICE on FIRST, or SECOND FLOOR, and GODOWNS, No. 13, PRAY CENTRAL.

Apply to STOLTERFORT & HIRST,

Hongkong, 22nd May, 1891. [1276]

TO LET.

No. 4, WEST TERRACE. Immediate entry. Apply to G.C. ANDERSON, 13, Praya Central, Hongkong, 1st August, 1891. [1833]

THE KOWLOON LAND AND BUILDING COMPANY, LIMITED.

TO LET.

KOWLOON.

A FEW HOUSES in KNUFFORD TERRACE, each containing 5 Rooms each and Bath Rooms. Tennis Courts. Healthy situation. Cheap Rent. Apply to

THE HONGKONG LAND INVESTMENT AND AGENCY CO., LTD.
Hongkong, 7th August, 1891. [1875]

TO LET.

BAHAR LODGE, THE PEAK.

R. B. LOT NO. 59.

THIS DESIRABLE RESIDENCE, with Gas laid on, to be Let, Furnished or Unfurnished. Apply to

HONGKONG LAND INVESTMENT AND AGENCY CO., LTD.
Hongkong, 13th May, 1891. [1190]

TO LET.

THE Large and Commodious HOUSE, No. 33, WELLINGTON STREET. Apply to

CHOY TENG,

at Maccus Brando & Co., Hongkong, 25th July, 1891. [1902]

TO LET, FURNISHED,

FOR TWO MONTHS.

IMMEDIATE POSSESSION.

AUPPER MOSQUE TERRACE. Apply to Primes. Hongkong, 22nd September, 1891. [2169]

TO LET.

COOMBE ROYAL MAGAZINE GAP.

OPEN to the S.W. MONSOON, and below the Rainy Season. Good Tennis Lawns. Four Commodious 5-roomed HOUSES. Apply to

EWENS & REECE,

Hongkong, 8th August, 1891. [1512]

TO LET, IN QUEEN'S ROAD.

THE whole or part of PREMISES in CONNELL'S HOUSE, occupied by the Maribank Furniture Company, Limited. Suitable for Shop, Office, or Godown. Floor area 3,500 square feet. Rent moderate. Apply to the Liquidator.

3, BEACONFIELD ARCADE,

Hongkong, 19th August, 1891. [2163]

TO LET.

SHOP in PEDDER'S STREET, presently occupied by Mr. Hahn.

Also.

FOUR ROOMS on FIRST FLOOR suitable for Office. Apply to

GRUICKSHANK & CO., LTD.

Hongkong, 5th August, 1891. [1862]

TO LET.

THE Commodious GODOWN and YARD of the HONGKONG STEAM LAUNDRY situated at BOWENHOTON, near the Canal, and a short distance from the Prae, admirably suited for Storage of Dry Cargo and for Coal. Apply to

A.C.D. GOURDIN,

Manager, Hongkong Steam Laundry Co. (Limited), Hongkong, 16th September, 1891. [2143]

TO LET,

IMEDIATE POSSESSION. THE DESIRABLE RESIDENCES CRAIGELLAUGH, BONHAM ROAD, STOWFORD, BONHAM ROAD.

Apply to

LINSTAD & DAVIS,

Hongkong, 25th June, 1891. [1532]

TO LET.

WITH IMMEDIATE POSSESSION.

HOUSE, No. 12, ANTHONY ROAD, known as the French Consulate.

Apply to

J. A. DE CARVALHO,

Hongkong, 10th July, 1891. [1866]

TO BE LET.

LAND for COAL STORAGE at West Point, deep water frontage, and at Kowloon, Kowloon Wts.

EOSE VILLAS WEST, BONHAM and BONHORN Roads, Furnished or Unfurnished, with Tennis Lawn. Apply to

SHARP & Co.,

Telegraph House, Hongkong, 17th August, 1891. [166]

TO LET.

ON the Best Part of DUDELL St., a very Convenient OFFICE. Address for Particulars to A.B. Office of this Paper. Hongkong, 17th September, 1891. [2123]

TO LET.

No. 3, CASTLE ROAD—One Desirable Residence with 5 Rooms. KIM BELLEVILLE VILLAS, Kowloon—Two Handsituated Houses. WEST END, GLASCOW—Two Commodois 4-Roomed Houses. Rent moderate. Apply to

SPANISH PROCURATION,

Hongkong, 6th July, 1891. [1648]

FOR SALE

BEST STEAM COAL.

THE Undesigned having been appointed Agents for the Sale of the WAN-AN (FORMOSA) STEAM-COAL are prepared to supply the same in any quantities to suit buyers, at very reasonable rates.

Special quotations to large consumers.

For particulars apply to TONG YUE & Co., No. 32, Praya Central, Hongkong, 10th June, 1891. [1414]

FOR SALE, SEPARATELY OR IN BLOCKS OF TWO OR MORE HOUSES, TO SUIT PURCHASERS.

NINE FIVE-ROOMED HOUSES and 2 SEMI-DETACHED SIX-ROOMED HOUSES at MOUNTAIN VIEW, Hill District. A Sale Plan showing the property divided into sections may be seen at the COMPANY'S OFFICE, where full particulars may be obtained.

The Owner's DEMANDS will be accepted at £100 per ton.

JOHN A. JUPE,

Secretary, The Austin Arms Hotel and Building Company, Limited, Hongkong, 28th September, 1891. [1737]

FOR SALE.

CHAMPAGNE "MONOPOLE," HEIDSIECK & Co.

MONOPOLE RED SEAL (medium dry). De "soo" RED FOIL (dry). GOLD FOIL (dry). DRY FOIL (extra dry).

CARLOWITZ & Co., Sole Agents for HEADGECK WINES, For Hungary, China, and Japan. Hongkong, 1st July, 1891. [1611]

FOR SALE,

JULES MUMM & Co.

CHAMPAGNE, Obj. 220 & Pkg. 221, DUBON FRÈRES & DE GERNON & Co.'s BORDEAUX CLARETS, AND WHITE WINES.

THE P. & O. S. N. Co.'s Steamship "NIZAM," Captain G.L. Langford, R.N.R., will leave for the above Places TO-DAY, the 18th inst., at NOON.

E. L. WOODIN, Superintendent, Hongkong, 16th September, 1891. [2150]

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FOR SALE,

MAIL SUPPLEMENT TO THE HONGKONG DAILY PRESS.

HONGKONG, WEEDAY, SEPTEMBER 23RD, 1891.

RUSSIA, FRANCE, AND CHINA.

The statements made recently by the Paris correspondent of *The Times* on the authority of a Russian of high rank, and telegraphed by Reuter to Indian papers, to the effect that the Empress Dowager of China, supported by the Tsung-li Yamen, is directing a movement to completely oust all foreigners in China, and that the Chinese Government are settling millions of Chinese on the borders of Pukien and Russia, are presumably fragments of that exalted Muscovite's disordered imagination. No doubt the Empress Dowager and the Ministers of the Tsung-li Yamen would be very glad to see the foreigners driven out of China, and might even take a hand in the business were they satisfied that it could be safely accomplished, and equally, in all probability, they would apply to the French or to India and compelling Russia to retire beyond the Amur to the boundary settled by the Treaty of Nakhoda. But it is nevertheless true that they may be saturated with hatred of the intruding Westerns; neither Her Imperial Majesty nor the members of the Tsung-li Yamen are so blind that they cannot recognize the utter hopelessness of such a policy. They are quite prepared to employ every artifice of craft and dissimulation known to oriental diplomacy to hold the foreigners at bay, but they are well aware by this time that they cannot deal with by employing open force for their expulsion. It is not impossible, however; that, in view of the existing trouble in China, arising out of the anti-foreign riots, some understanding may have been arrived at during the visit of the French Fleet at Cronstadt for concerted action in the event of the Peking Government proving recalcitrant in the negotiations for redress of the wrongs due to the various Missions in Central China. A further telegram in a Queenland paper in reference to this alleged agreement between France and Russia says that it refers only to China, and provides that in the event of any trouble arising in China, each Power shall put its cooling stations at the service of the other, and mass its troops on the respective frontier occupied by such Power. There may therefore be a grain of truth in the shaft gathered by the Paris correspondent of the great London daily. Should these two European Powers be induced, by Chinese obstinacy or stupidity, to act simultaneously on the northern and western frontiers of China, the Peking Government would find it difficult to successfully resist the pressure thus applied.

The Chinese Government knew how to appreciate the danger on the Manchurian border, however lightly they may regard the menace to Tsinan, for its reality has served to bring about among the mandarins a reluctant admission of the much detested railway as a necessary arm of defence against the encroachments of the Russians. The fear of the Russian is in their hearts, however deeply they may esteem the French; hence the alliance may possibly not be without effect in Peking. The negotiations now proceeding at Peking in reference to the recent riots will derive additional importance and the hands of the Foreign Ministers be considerably strengthened if there is really a concord between France and Russia, more especially if they both agree to act in thorough concert with England. These three Powers can, if united, dictate their own terms to China, and England and France are the two Powers who have suffered most from the outbreaks in the Yangtze Valley. The United States also has claims, and will be sure to follow the British lead, both by interest and through sympathy. Germany will no doubt endorse the policy of the British Minister, and Italy we know to be fully prepared to support British demands. It only remains therefore for England, France, and Russia to stand firm in their attitude and China must yield whatever is required. The Tsung-li Yamen will doubtless exhaust their ingenuity to prolong the negotiations in the hope that fresh circumstances may arise to weaken the coalition of the Three Powers or to slacken their interest in the question at issue. They are astute enough to know that a new European combination would suffice to divert attention from the Far East, and render the Powers concerned willing to settle matters on much easier terms. It is sincere to hope, therefore, that the Foreign Ministers of Peking will rally round to be bugaboos to the maze of argument the Chinese invariably fall back upon to gain time, and having presented their ultimatum fix a time for decision which shall be final. In no other way are they likely to secure a satisfactory settlement of the present difficulty, which we take it is the reparation for wrongs inflicted and guarantees for the future. The question of indemnity for the losses sustained is a minor one which is practically already settled. The missionaries are not likely to prove grasping or unreasonable in their claims, or the Peking Government unwilling to make pecuniary compensation, as they would take care the money came from the local exchequer. The real questions at issue are the punishment of guilty officials and the opening of Hunan, and however welcome these stipulations may be to China for obvious reasons they must be insisted on.

RAILWAY ENTERPRISE IN JAPAN.

The opening on the 3rd inst. of the last section of the North-Eastern Railway of Japan is an event in the history of railway construction in that progressive country. The line now completed starts from Ueno, Tokyo, and terminates at Asomi or Awajima, a town which gives its name to a deep bay on the Northern Coast of Honshu, and thence where the regular steam communication with Hakodate across the Straits of Tsugaru, about seventy miles. The total length of the line from Tokyo to Asomi is 454 miles, and the journey can be accomplished in twenty-eight hours. The capital is thus brought into rapid communication with the Hokkaido, and as all but 70 miles of the journey can be done by rail, it is probable that some of the passenger traffic may be diverted from the steamers, though the subtraction will not be felt as the traffic with the northern island will now receive a considerable impetus. To foreign travellers the line cannot fail to prove a great convenience. The journey to Hakodate by sea is usually a rough one and often many tourists from visiting Yedo. Now that it is brought within a railway journey and a short sea trip of a few hours there is no doubt many will seek the cool summer climate of the far north and find not only a healthful change but new and beautiful scenes not less attractive and far more primitive than can be afforded by the more frequented health resorts of Central Japan. There is plenty of fine scenery en route, too, and the journey can be broken

at Sendai, a large and important city, where there is a fine castle now used as a barracks and at Morioka, also a castle's town of good size, noted for its span silk goods and iron boilers and kettles. In its vicinity is the volcano of Guju-San, a fine conical shaped mountain about 5,600 feet in height. Asomi is a small town of some 11,000 inhabitants, with no particular trade or industry except the manufacture of a peculiar kind of lacquer, but its new position as the terminus of one of the great trunk railways will ensure it a prosperous future and probably lead to its rapid growth. It is even now the outlet for the great and considerable migration of natives of Honshu to the Hokkaido, there to seek a fresh field for their energies. The development of this island will also receive a fresh start from the improved means of access, and the various districts through which this important railway passes must benefit by the facility of communication with the capital and the great seaport of Yokohama which it connects.

The completion of the North-Eastern Railway makes the second great main line now constructed in Japan through the enterprise and energy of the Government. The Tokaido Railway extends from Yokohama to Kobe, and opens up a vast extent of country, and a third great trunk-line in course of formation from Kobe to Shimbosaki, and thence to Nagasaki. When that last named line is completed there will be a continuous chain of railway from south to north, more than a thousand miles in length. Meaning other important railways have been built and more are in process of construction. Some have been made by the Imperial Government and others by private enterprise. The whole railway system now comprises up to less than fourteen hundred miles, most of which has been constructed by Japanese engineers, and the lines are worked almost entirely by Japanese. The result is most creditable alike to Japanese energy, ability, and perseverance, and it affords a very instructive lesson to China, that she will only profit by it. The Chinese have certainly commenced building railways, and they have taken a lead about them, but the actual work proceeds very slowly, and when done seems to lack thoroughness. The Imperial Government decided to build the Sibérien railway, and it is now in progress, with interest and neglect. Probably the next war scare will put it to rest. Probably the announcement of a opening of the first section of the Sibérien railway may wake up the mandarins. The chief officials are pushing the innovation with interest and neglect, and they only contumaciously delay the contemplation of possible squeeze on its working and on contracts for its construction. The better class of the people are favourable to the enterprise because it will give facilities for travelling, which all Chinese appreciate, but they are not prepared to invest their money largely in it for fear of the controlling finger of the mandarins, which is always liable to be pushed into any concern promising higher returns, to yield a profit. If the Chinese railway system is to be made by with Chinese money and mainly with Chinese material, agreeably to the programme of the Viceroy CHANG CHIN-HUA, it ill do good before it can attain any fit development. We have not much to say in CHANG's favour, because it is necessary not only to get out but also to go well worked and managed. Is they any likelihood of this condition being fulfilled? The ore may be excellent, the machinery perfect, and the productive power of the system sufficient, and yet, such is official apathy and corruption, the output may remain so limited as to be a mere remnant of European market for the railway. It is this which is the chief hindrance to the success of the project. The ship was fumigated and apparently all reasonable measures taken to suppress the outbreak, and by the time she arrived at Singapore there was no sickness on board. The captain, however, probably apprehending that the ship would be sent into quarantine if it were known that he had been on board cholera, and desirous to save his own from the loss that would thereby be occasioned to him, falsified his log in the way described. It would be difficult to exaggerate the gravity of the offence of making a false log, and the time she arrived at Singapore there was no sickness on board. The captain, however, probably apprehending that the ship would be sent into quarantine if it were known that he had been on board cholera, and desirous to save his own from the loss that would thereby be occasioned to him, falsified his log in the way described. 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